

Commercial.

THIS DAY.

Business in the Share Market has been very slack to-day. Banks are firmer, sales having been put through at 207 per cent. premium for the end of the month, and leaving off with buyers at that figure; sales at 211 have been negotiated for August 31st. Union Insurances are still in demand at quotation, and Chinese Insurances have advanced to \$230 per share without including holders to part. Hongkong Fires are wanted at quotation, \$350, per share, sellers offering to come to terms at 352. Docks are weaker and have been parted with at 58 premium for the end of the month. Nothing in other stocks requires special mention.

SHARES.

Hongkong and Shanghai Bank—Ex New Issue—165 per cent. premium.
 Hongkong and Shanghai Bank—New Issue—165 per cent. premium.
 Union Insurance Society of Canton—\$650 per share, buyers.
 China Traders' Insurance Company—\$2,650 per share, buyers.
 North China Insurance—Tls. 1,500 per share.
 Canton Insurance Company, Limited—\$120 per share, sellers.
 Yangtze Insurance Association—Tls. 1,000 per share.
 Chinese Insurance Company—\$230 per share, ex div., buyers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$350 per share, buyers.
 China Fire Insurance Company—\$382 per share, sellers.
 Hongkong and Whampoa Dock Company—58 per cent. premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$51 per share, premium, sellers.
 China and Manila Steam Ship Company—120 per share.
 Hongkong Gas Company—\$80 per share, sellers.
 Hongkong Hotel Company—\$160 per share, sellers.
 Indo-China Steam Navigation Company, Limited—15 per cent. div., sellers.
 China Sugar Refining Company, Limited—\$209 per share, sellers.
 China Sugar Refining Company (Debtentures)—2 per cent. premium.
 Luxon Sugar Refining Company, Limited—\$78 per share.
 Hongkong Ice Company—\$163 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
 Chinese Imperial Loan of 1878—14 per cent. prem. ex int.
 Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/7
 Bank Bills, on demand 3/7
 Bank Bills, at 30 days sight 3/7
 Bank Bills, at 4 months sight 3/8
 Credits, at 4 months sight 3/8
 Documentary Bills, at 4 months 3/8
 Sight 3/8 @ 3/8
 ON PARIS.—Bank, on demand 4/8
 Credits, at 4 months sight 4/8
 ON HAMBURG.—Bank, T. T. 2/4
 ON CALCUTTA.—Bank, T. T. 2/4
 ON DEMAND.—Bank, T. T. 2/4
 ON SHANGHAI.—Bank, sight 7/3
 Private, 30 days sight 7/3

OPIUM MARKET—THIS DAY.

NEW MALWA.....per picul, \$530
 (Allowance, Tels 20.)
 OLD MALWA.....per picul, \$560
 (Allowance, Tels 32.)
 NEW PATNA (without choice) per chest, \$615
 NEW PATNA (bottom).....per chest, \$620
 NEW PATNA (second choice) per chest, \$610
 OLD PATNA (bottom).....per chest, \$600
 OLD PATNA (without choice) per chest.....\$592
 NEW BEMAR (high touch) per chest, \$562
 NEW BEMAR (low touch) per chest, \$560
 NEW BEMAR (bottom).....per chest, \$565
 PERSIAN (best quality).....per chest, \$520
 NEW PERSIAN.....per picul, \$415
 (Allowance, Tels 24.)
 OLD PERSIAN.....per picul, \$365
 (Allowance, Tels 8.)

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)
 Barometer—1 P.M. 30.05
 Barometer—4 P.M. 30.05
 Thermometer—1 P.M. 80
 Thermometer—4 P.M. 80
 Thermometer—1 P.M. (Wet bulb) 70
 Thermometer—4 P.M. (Wet bulb) 70
 To-day.....30.05
 Barometer—1 P.M. 30.05
 Barometer—4 P.M. 30.05
 Thermometer—1 P.M. 80
 Thermometer—4 P.M. 80
 Thermometer—1 P.M. (Wet bulb) 70
 Thermometer—4 P.M. (Wet bulb) 70
 Minimum (over night) 70

CHINA COAST METEOROLOGICAL REGISTER.

BAROMETER.	HONGKONG.				AMOI.				SWATOW.				MANILA.			
	1 P.M.	4 P.M.	1 P.M.	4 P.M.	1 P.M.	4 P.M.	1 P.M.	4 P.M.	1 P.M.	4 P.M.	1 P.M.	4 P.M.	1 P.M.	4 P.M.	1 P.M.	4 P.M.
Barometer.....	30.05	30.05	30.05	30.05	30.05	30.05	30.05	30.05	30.05	30.05	30.05	30.05	30.05	30.05	30.05	30.05
Thermometer attached.....	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
Force.....	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Dry Thermometer.....	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
Wet Thermometer.....	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
Hourly Rain.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
usually falls.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Barometer, level of the sea in inches, tenths and hundredths—Thermometer, in Fahrenheit degrees and tenths kept in the open air in a shaded position—Direction of Wind, is registered every two points, N., N.E., E., S.E., S., S.W., W., N.W., and N. by the letters of the alphabet—Force of Wind, in miles, is registered every two miles, 1 to 10, 11 to 20, 21 to 30, 31 to 40, 41 to 50, 51 to 60, 61 to 70, 71 to 80, 81 to 90, 91 to 100, 101 to 110, 111 to 120, 121 to 130, 131 to 140, 141 to 150, 151 to 160, 161 to 170, 171 to 180, 181 to 190, 191 to 200, 201 to 210, 211 to 220, 221 to 230, 231 to 240, 241 to 250, 251 to 260, 261 to 270, 271 to 280, 281 to 290, 291 to 300, 301 to 310, 311 to 320, 321 to 330, 331 to 340, 341 to 350, 351 to 360, 361 to 370, 371 to 380, 381 to 390, 391 to 400, 401 to 410, 411 to 420, 421 to 430, 431 to 440, 441 to 450, 451 to 460, 461 to 470, 471 to 480, 481 to 490, 491 to 500, 501 to 510, 511 to 520, 521 to 530, 531 to 540, 541 to 550, 551 to 560, 561 to 570, 571 to 580, 581 to 590, 591 to 600, 601 to 610, 611 to 620, 621 to 630, 631 to 640, 641 to 650, 651 to 660, 661 to 670, 671 to 680, 681 to 690, 691 to 700, 701 to 710, 711 to 720, 721 to 730, 731 to 740, 741 to 750, 751 to 760, 761 to 770, 771 to 780, 781 to 790, 791 to 800, 801 to 810, 811 to 820, 821 to 830, 831 to 840, 841 to 850, 851 to 860, 861 to 870, 871 to 880, 881 to 890, 891 to 900, 901 to 910, 911 to 920, 921 to 930, 931 to 940, 941 to 950, 951 to 960, 961 to 970, 971 to 980, 981 to 990, 991 to 1000, 1001 to 1010, 1011 to 1020, 1021 to 1030, 1031 to 1040, 1041 to 1050, 1051 to 1060, 1061 to 1070, 1071 to 1080, 1081 to 1090, 1091 to 1100, 1101 to 1110, 1111 to 1120, 1121 to 1130, 1131 to 1140, 1141 to 1150, 1151 to 1160, 1161 to 1170, 1171 to 1180, 1181 to 1190, 1191 to 1200, 1201 to 1210, 1211 to 1220, 1221 to 1230, 1231 to 1240, 1241 to 1250, 1251 to 1260, 1261 to 1270, 1271 to 1280, 1281 to 1290, 1291 to 1300, 1301 to 1310, 1311 to 1320, 1321 to 1330, 1331 to 1340, 1341 to 1350, 1351 to 1360, 1361 to 1370, 1371 to 1380, 1381 to 1390, 1391 to 1400, 1401 to 1410, 1411 to 1420, 1421 to 1430, 1431 to 1440, 1441 to 1450, 1451 to 1460, 1461 to 1470, 1471 to 1480, 1481 to 1490, 1491 to 1500, 1501 to 1510, 1511 to 1520, 1521 to 1530, 1531 to 1540, 1541 to 1550, 1551 to 1560, 1561 to 1570, 1571 to 1580, 1581 to 1590, 1591 to 1600, 1601 to 1610, 1611 to 1620, 1621 to 1630, 1631 to 1640, 1641 to 1650, 1651 to 1660, 1661 to 1670, 1671 to 1680, 1681 to 1690, 1691 to 1700, 1701 to 1710, 1711 to 1720, 1721 to 1730, 1731 to 1740, 1741 to 1750, 1751 to 1760, 1761 to 1770, 1771 to 1780, 1781 to 1790, 1791 to 1800, 1801 to 1810, 1811 to 1820, 1821 to 1830, 1831 to 1840, 1841 to 1850, 1851 to 1860, 1861 to 1870, 1871 to 1880, 1881 to 1890, 1891 to 1900, 1901 to 1910, 1911 to 1920, 1921 to 1930, 1931 to 1940, 1941 to 1950, 1951 to 1960, 1961 to 1970, 1971 to 1980, 1981 to 1990, 1991 to 2000, 2001 to 2010, 2011 to 2020, 2021 to 2030, 2031 to 2040, 2041 to 2050, 2051 to 2060, 2061 to 2070, 2071 to 2080, 2081 to 2090, 2091 to 2100, 2101 to 2110, 2111 to 2120, 2121 to 2130, 2131 to 2140, 2141 to 2150, 2151 to 2160, 2161 to 2170, 2171 to 2180, 2181 to 2190, 2191 to 2200, 2201 to 2210, 2211 to 2220, 2221 to 2230, 2231 to 2240, 2241 to 2250, 2251 to 2260, 2261 to 2270, 2271 to 2280, 2281 to 2290, 2291 to 2300, 2301 to 2310, 2311 to 2320, 2321 to 2330, 2331 to 2340, 2341 to 2350, 2351 to 2360, 2361 to 2370, 2371 to 2380, 2381 to 2390, 2391 to 2400, 2401 to 2410, 2411 to 2420, 2421 to 2430, 2431 to 2440, 2441 to 2450, 2451 to 2460, 2461 to 2470, 2471 to 2480, 2481 to 2490, 2491 to 2500, 2501 to 2510, 2511 to 2520, 2521 to 2530, 2531 to 2540, 2541 to 2550, 2551 to 2560, 2561 to 2570, 2571 to 2580, 2581 to 2590, 2591 to 2600, 2601 to 2610, 2611 to 2620, 2621 to 2630, 2631 to 2640, 2641 to 2650, 2651 to 2660, 2661 to 2670, 2671 to 2680, 2681 to 2690, 2691 to 2700, 2701 to 2710, 2711 to 2720, 2721 to 2730, 2731 to 2740, 2741 to 2750, 2751 to 2760, 2761 to 2770, 2771 to 2780, 2781 to 2790, 2791 to 2800, 2801 to 2810, 2811 to 2820, 2821 to 2830, 2831 to 2840, 2841 to 2850, 2851 to 2860, 2861 to 2870, 2871 to 2880, 2881 to 2890, 2891 to 2900, 2901 to 2910, 2911 to 2920, 2921 to 2930, 2931 to 2940, 2941 to 2950, 2951 to 2960, 2961 to 2970, 2971 to 2980, 2981 to 2990, 2991 to 3000, 3001 to 3010, 3011 to 3020, 3021 to 3030, 3031 to 3040, 3041 to 3050, 3051 to 3060, 3061 to 3070, 3071 to 3080, 3081 to 3090, 3091 to 3100, 3101 to 3110, 3111 to 3120, 3121 to 3130, 3131 to 3140, 3141 to 3150, 3151 to 3160, 3161 to 3170, 3171 to 3180, 3181 to 3190, 3191 to 3200, 3201 to 3210, 3211 to 3220, 3221 to 3230, 3231 to 3240, 3241 to 3250, 3251 to 3260, 3261 to 3270, 3271 to 3280, 3281 to 3290, 3291 to 3300, 3301 to 3310, 3311 to 3320, 3321 to 3330, 3331 to 3340, 3341 to 3350, 3351 to 3360, 3361 to 3370, 3371 to 3380, 3381 to 3390, 3391 to 3400, 3401 to 3410, 3411 to 3420, 3421 to 3430, 3431 to 3440, 3441 to 3450, 3451 to 3460, 3461 to 3470, 3471 to 3480, 3481 to 3490, 3491 to 3500, 3501 to 3510, 3511 to 3520, 3521 to 3530, 3531 to 3540, 3541 to 3550, 3551 to 3560, 3561 to 3570, 3571 to 3580, 3581 to 3590, 3591 to 3600, 3601 to 3610, 3611 to 3620, 3621 to 3630, 3631 to 3640, 3641 to 3650, 3651 to 3660, 3661 to 3670, 3671 to 3680, 3681 to 3690, 3691 to 3700, 3701 to 3710, 3711 to 3720, 3721 to 3730, 3731 to 3740, 3741 to 3750, 3751 to 3760, 3761 to 3770, 3771 to 3780, 3781 to 3790, 3791 to 3800, 3801 to 3810, 3811 to 3820, 3821 to 3830, 3831 to 3840, 3841 to 3850, 3851 to 3860, 3861 to 3870, 3871 to 3880, 3881 to 3890, 3891 to 3900, 3901 to 3910, 3911 to 3920, 3921 to 3930, 3931 to 3940, 3941 to 3950, 3951 to 3960, 3961 to 3970, 3971 to 3980, 3981 to 3990, 3991 to 4000, 4001 to 4010, 4011 to 4020, 4021 to 4030, 4031 to 4040, 4041 to 4050, 4051 to 4060, 4061 to 4070, 4071 to 4080, 4081 to 4090, 4091 to 4100, 4101 to 4110, 4111 to 4120, 4121 to 4130, 4131 to 4140, 4141 to 4150, 4151 to 4160, 4161 to 4170, 4171 to 4180, 4181 to 4190, 4191 to 4200, 4201 to 4210, 4211 to 4220, 4221 to 4230, 4231 to 4240, 4241 to 4250, 4251 to 4260, 4261 to 4270, 4271 to 4280, 4281 to 4290, 4291 to 4300, 4301 to 4310, 4311 to 4320, 4321 to 4330, 4331 to 4340, 4341 to 4350, 4351 to 4360, 4361 to 4370, 4371 to 4380, 4381 to 4390, 4391 to 4400, 4401 to 4410, 4411 to 4420, 4421 to 4430, 4431 to 4440, 4441 to 4450, 4451 to 4460, 4461 to 4470, 4471 to 4480, 4481 to 4490, 4491 to 4500, 4501 to 4510, 4511 to 4520, 4521 to 4530, 4531 to 4540, 4541 to 4550, 4551 to 4560, 4561 to 4570, 4571 to 4580, 4581 to 4590, 4591 to 4600, 4601 to 4610, 4611 to 4620, 4621 to 4630, 4631 to 4640, 4641 to 4650, 4651 to 4660, 4661 to 4670, 4671 to 4680, 4681 to 4690, 4691 to 4700, 4701 to 4710, 4711 to 4720, 4721 to 4730, 4731 to 4740, 4741 to 4750, 4751 to 4760, 4761 to 4770, 4771 to 4780, 4781 to 4790, 4791 to 4800, 4801 to 4810, 4811 to 4820, 4821 to 4830, 4831 to 4840, 4841 to 4850, 4851 to 4860, 4861 to 4870, 4871 to 4880, 4881 to 4890, 4891 to 4900, 4901 to 4910, 4911 to 4920, 4921 to 4930, 4931 to 4940, 4941 to 4950, 4951 to 4960, 4961 to 4970, 4971 to 4980, 4981 to 4990, 4991 to 5000, 5001 to 5010, 5011 to 5020, 5021 to 5030, 5031 to 5040, 5041 to 5050, 5051 to 5060, 5061 to 5070, 5071 to 5080, 5081 to 5090, 5091 to 5100, 5101 to 5110, 5111 to 5120, 5121 to 5130, 5131 to 5140, 5141 to 5150, 5151 to 5160, 5161 to 5170, 5171 to 5180, 5181 to 5190, 5191 to 5200, 5201 to 5210, 5211 to 5220, 5221 to 5230, 5231 to 5240, 5241 to 5250, 5251 to 5260, 5261 to 5270, 5271 to 5280, 5281 to 5290, 5291 to 5300, 5301 to 5310, 5311 to 5320, 5321 to 5330, 5331 to 5340, 5341 to 5350, 5351 to 5360, 5361 to 5370, 5371 to 5380, 5381 to 5390, 5391 to 5400, 5401 to 5410, 5411 to 5420, 5421 to 5430, 5431 to 5440, 5441 to 5450, 5451 to 5460, 5461 to 5470, 5471 to 5480, 5481 to 5490, 5491 to 5500, 5501 to 5510, 5511 to 5520, 5521 to 5530, 5531 to 5540, 5541 to 5550, 5551 to 5560, 5561 to 5570, 5571 to 5580, 5581 to 5590, 5591 to 5600, 5601 to 5610, 5611 to 5620, 5621 to 5630, 5631 to 5640, 5641 to 5650, 5651 to 5660, 5661 to 5670, 5671 to 5680, 5681 to 5690, 5691 to 5700, 5701 to 5710, 5711 to 5720, 5721 to 5730, 5731 to 5740, 5741 to 5750, 5751 to 5760, 5761 to 5770, 5771 to 5780, 5781 to 5790, 5791 to 5800, 5801 to 5810, 5811 to 5820, 5821 to 5830, 5831 to 5840, 5841 to 5850, 5851 to 5860, 5861 to 5870, 5871 to 5880, 5881 to 5890, 5891 to 5900, 5901 to 5910, 5911 to 5920, 5921 to 5930, 5931 to 5940, 5941 to 5950, 5951 to 5960, 5961 to 5970, 5971 to 5980, 5981 to 5990, 5991 to 6000, 6001 to 6010, 6011 to 6020, 6021 to 6030, 6031 to 6040, 6041 to 6050, 6051 to 6060, 6061 to 6070, 6071 to 6080, 6081 to 6090, 6091 to 6100, 6101 to 6110, 6111 to 6120, 6121 to 6130, 6131 to 6140, 6141 to 6150, 6151 to 6160, 6161 to 6170, 6171 to 6180, 6181 to 6190, 6191 to 6200, 6201 to 6210, 6211 to 6220, 6221 to 6230, 6231 to 6240, 6241 to 6250, 6251 to 6260, 6261 to 6270, 6271 to 6280, 6281 to 6290, 6291 to 6300, 6301 to 6310, 6311 to 6320, 6321 to 6330, 6331 to 6340, 6341 to 6350, 6351 to 6360, 6361 to 6370, 6371 to 6380, 6381 to 6390, 6391 to 6400, 6401 to 6410, 6411 to 6420, 6421 to 6430, 6431 to 6440, 6441 to 6450, 6451 to 6460, 6461 to 6470, 6471 to 6480, 6481 to 6490, 6491 to 6500, 6501 to 6510, 6511 to 6520, 6521 to 6530, 6531 to 6540, 6541 to 6550, 6551 to 6560, 6561 to 6570, 6571 to 6580, 6581 to 6590, 6591 to 6600, 6601 to 6610, 6611 to 6620, 6621 to 6630, 6631 to 6640, 6641 to 6650, 6651 to 6660, 6661 to 6670, 6671 to 6680, 6681 to 6690, 6691 to 6700, 6701 to 6710, 6711 to 6720, 6721 to 6730, 6731 to 6740, 6741 to 6750, 6751 to 6760, 6761 to 6770, 6771 to 6780, 6781 to 6790, 6791 to 6800, 6801 to 6810, 6811 to 6820, 6821 to 6830, 6831 to 6840, 6841 to 6850, 6851 to 6860, 6861 to 6870, 6871 to 6880, 6881 to 6890, 6891 to 6900, 6901 to 6910, 6911 to 6920, 6921 to 6930, 6931 to 6940, 6941 to 6950, 6951 to 6960, 6961 to 6970, 6971 to 6980, 6981 to 6990, 6991 to 7000, 7001 to 7010, 7011 to 7020, 7021 to 7030, 7031 to 7040, 7041 to 7050, 7051 to 7060, 7061 to 7070, 7071 to 7080, 7081 to 7090, 7091 to 7100, 7101 to 7110, 7111 to 7120, 7121 to 7130, 7131 to 7140, 7141 to 7150, 7151 to 7160, 7161 to 7170, 7171 to 7180, 7181 to 7190, 7191 to 7200, 7201 to 7210, 7211 to 7220, 7221 to 7230, 7231 to 7240, 7241 to 7250, 7251 to 7260, 7261 to 7270, 7271 to 7280, 7281 to 7290, 7291 to 7300, 7301 to 7310, 7311 to 7320, 7321 to 7330, 7331 to 7340, 7341 to 7350, 7351 to 7360, 7361 to 7370, 7371 to 7380, 7381 to 7390, 7391 to 7400, 7401 to 7410, 7411 to 7420, 7421 to 7430, 7431 to 7440, 7441 to 7450, 7451 to 7460, 7461 to 7470, 7471 to 7480, 7481 to 7490, 7491 to 7500, 7501 to 7510, 7511 to 7520, 7521 to 7530, 7531 to 7540, 7541 to 7550, 7551 to 7560, 7561 to 7570, 7571 to 7580, 7581 to 7590, 7591 to 7600, 7601 to 7610, 7611 to 7620, 7621 to 7630, 7631 to 7640, 7641 to 7650, 7651 to 7660, 7661 to 7670, 7671 to 7680, 7681 to 7690, 7691 to 7700, 7701 to 7710, 7711 to 7720, 7721 to 7730, 7731 to 7740, 7741 to 7750, 7751 to 7760, 7761 to 7770, 7771 to 7780, 7781 to 7790, 7791 to 7800, 7801 to 7810,

SHANGHAI.

His Excellency Li Hung-chang is not expected to leave for the North for the next few days; indeed, we understand, that he has not yet fixed the date of his departure, or the steamer he will use. During the remainder of his stay it is advisable that he should see as much of the foreign settlement as possible.

We hear that another collision has occurred in the dangerous passage for steamer navigation, the Pihou river. The steamer *Taku* came into port this afternoon (July 2nd) with a damaged bow, covered by two pieces of wood; and it is reported that she has been in collision with the *Fungshun*. At the time the collision is said to have taken place, the *Fungshun* was bound on the Pihou to Tientsin, while the *Taku* was bound down to Shanghai.

The Mitsui Bishi Mail Company's steamer *Takago Maru*, Captain Young, which left for Japan this forenoon (July 4th) went ashore in the river near Halfway Point. She collided with a junk, and in endeavouring to avoid cutting the junk in two, she went ashore, and, after great list to port, the junk a large one, fetched up about thirty yards from the steamer, and had one mast gone, part of her stern stove in, and her sails torn. The tugboat *Fairy* was alongside the *Takago Maru* at three o'clock, and lights have also been sent to her assistance.

We hear on good authority that a telegram was sent a few days ago from Shanghai to Paris announcing the settlement of the dispute between China and France. The object of such false news is supposed to have been for commercial purposes, and from Reuters' telegram, dated 28th June, which we have already published, it appears that the Marquis Tseng does not intend to publicly contradict the statement. The authorship of the telegram from Shanghai, we understand, rests between two persons.—*Courier*.

Judge Denny gave a dinner to Li Hung-chang on Saturday evening. Among those present were the Governor of Hunan, the Tao-tai of Shanghai, a brother of the Chung-tang's, who is not in office, and his son, Li Ching-fang; among the foreign guests were the Hon. J. Russell Young, Mr. Glover, Mr. Drew, and Mr. P. V. Grant. Everything passed off very satisfactorily.

The steamer *Tagago Maru* which left here this morning (the 4th inst) has gone ashore at the lower end of the Middle Ground, and at the time the *Kungyin* passed up this afternoon she was hard and fast, and canting over at an angle of about 45 degrees. At that time the water was falling. The ways of the beached Chinese are certainly very peculiar. We are told that an auction took place at the Wharves, where about 2270 bags of damaged sugar were put up for sale, some of them partly empty. Some of the Chinese put their heads together and purchased the sugar for 72 cents to 1.15 per bag, and the auctioneer went away quite satisfied. After he had gone out, one of their number put the same sugar again to auction, and it was sold at a profit of about 11s. 300.

On the 30th ultimo, a collision took place in the Pihou River, above Everlasting Bend. The *Taku* was bound down the river on her way to this port, and the *Fungshun* was bound up the river to Tientsin with the tide and consequently had the right of way. Signals were exchanged, and the *Taku* stopped to allow the *Fungshun*, to pass, when the helms of the *Taku* took the ground, and the tide acting on her bows sent her across the stream, and the bows of the two vessels collided. The bows of both vessels are considerably damaged.

We regret to learn that the steamer *Shanghai*, Captain Martin, is ashore on the bank on the Wuchang side of the river opposite Hankow. She left the Company's Hulk which lies at the upper end of the Hankow Bund about eleven o'clock on the night of the 29th ult., and in getting into the fairway on her voyage down the river, she mistook the light of the Russian gunboat *Morge*, which was lying on the Wuchang side, for one of the Chinese steamers. The result was that in trying to round the gunboat, which occurred during a heavy rain storm, the *Shanghai* grounded on the bank on the Wuchang side. The *Shanghai* unfortunately was very light at the time she stranded, and she is so shelved up forward that her fore-foot is out of water, and the natives can wade down to the paddle-wheels. At the stern she has about 30 feet of water. The *Kiangshui* went over to try and tow her off between 11 and 12 a.m. on the 30th, but she was unsuccessful in her endeavour. The *Peking*, the next steamer up, was expected to make another attempt, but we hear that the *Jehang* has been sent up specially to aid the unfortunate steamer. The *Kiangshui* brought down the passengers of the *Shanghai*, amongst them being Messrs. Darling, Church, Cole, Pinckness, Rowland, and Hawes.

About one o'clock this afternoon (July 2nd), the residents living on and near the Bund were startled by the promiscuous firing of guns. Chinese commenced running helter-skelter towards the Bund, and in a very short time thousands had congregated there. At the Kiang Road Jetty there were two or three small boats, which were fired at, and the boats were fired at, with flags. Two Chinese Alphabetical gunboats, one with a junk in tow, were just steaming along opposite the Custom House. One anchored on the Pootung side opposite Messrs. Russell & Co.'s, and the other one steamed up to the Arsenal. On making inquiry we were informed that Admiral Ou Ou Yang, of the Chekiang Province had just arrived. He landed at the Kiang Road Jetty from a steam launch, and proceeded as once to Li Hung-chang's residence. He was met by a small boat from the Bund as he landed. He is a pleasant looking old man and his hat is ornamented with a red button. The Admiral, after an interview with H.E. Li, left the Kiang Road Jetty after six this evening in a war junk, towed by a small steam launch, and proceeded up river, under the usual salute. The junk was accompanied by several other smaller ones, and there was a large concourse of Chinese present to witness his departure.—*Mercury*.

CHEFOO.

June 21st.
Yesterday a new chapel, which has been erected on the premises of the English Church Missionary Society, was opened by Bishop Scott, and will be used for public worship whenever a minister of the Anglican Church is in residence. I hear that the Rev. C. J. Corleaves for England this week, and that Mr. M. Navy, to which he has already retired nearly twenty years. Two of the young men who have been studying Chinese at the mission accompany him to England, where they are to be further prepared for missionary work in China.

The Band of H.M.S. *Audacious* is to play in front of the Club this evening. A notification has been courteously sent round this time by H.M. Consul, to whom, as well as Admiral Willes, thanks are due for the promised favour.

H.M.S. *Darling*, *Curaçao*, and *Flying Fish* have arrived in the week.

Readers of the *Union* will be pleased to hear that the British Consul at this port has called upon all the Hotel-keepers under his jurisdiction to provide themselves with licences, and that the keeper of the house I referred to a week ago has to furnish the security of two householders prior to the issue of a licence, the promise shown in dealing with this matter makes one regret that Chefoo has a number of houses which are out of the British Consul's reach.—*Temperance Union Correspondent*.

LI HUNG-CHANG SIGHT-SEEING.

It is not often that our settlement can boast of having such an illustrious personage as the Grand Secretary Li as a visitor. Li has been amongst us for over a month, and it has often been remarked that it was a wonder he had not tried a foreign carriage instead of sticking to his old sedan chair. Yesterday afternoon Judge Denny, U.S. Consul-General, invited Li to take a drive, and visit some of the foreign industries. He kindly accepted the invitation. At 3.30 p.m. yesterday Li started, accompanied by his son, His Excellency John Russell Young, United States Minister for China, and Judge Denny, United States Consul General, in a European carriage, for Messrs. Russell & Co.'s Silk Filature, where they were received by Mr. F. D. Hinch, Mr. Brunat, and Mr. Smith. The Grand Secretary was anxious to know the ins and outs of everything, and appeared to take great interest in all that was told him. He asked the number of employees in the establishment, and wanted to know if the natives were quick in learning the different branches of their profession. When told that the Chinese were under Europeans, both male and female, he asked how and where the Europeans were obtained, and as to the nature of the contracts made with them. Li asked Mr. Denny if it was possible for the Chinese to learn to conduct an establishment of that kind, and he was told that it was an easy matter, as many had already learnt their business. He then inquired into the cost of the building plant, &c., the price of the cocoons, silk, &c. After Li had been all over the premises, the party parted, and Li provided for the occasion, and then the party started for the Shanghai Water-works. On the way Li spoke of the foreign carriage, and said it was extremely comfortable, even more so than his sedan chair. On his way to the Water works, everything of interest was pointed out to him, and on arriving there he was received by Messrs. McLeod, R. E. Wainwright, J. M. Russell, J. W. Hart, F. W. Gallie, R. Mackenzie, and J. Simpson. Li was asked to be the first to turn on the water, and he seemed to be very pleased with the idea, that he should be chosen as the first to set the Water Works, that he had heard so much about, in motion. When the water was turned on, it came in with a rush which quite surprised him. He was also asked to let the first water into the tanks, which he did with much delight. Everything was explained to Li, and he enquired into the working and cost of the machinery, saying that he hoped in time to see a Waterworks at Tientsin. He expressed himself highly delighted with his visit, and thanked his entertainers, wishing them every success in their undertaking. The party then started back to the English Settlement. On his way Li said he should like to see how the foreigners managed themselves, and they drove up Bubbling Well Road and stopped at the Country Club. He went all over the building, and watched the members playing billiards and lawn tennis. After leaving the Country Club the party returned to Li's quarters, where he expressed himself highly satisfied with his afternoon's outing. Judge Denny did well in inviting the Grand Secretary to visit the foreign industries; it helps to weaken the powers of *Fungshun*, and to prove that the many things that have been said against Western improvements are far from being correct, and we have not the least doubt that we shall see, before very long, the results of Li Hung-chang's visits with Judge Denny to these places; and that it will prove a benefit to China. We are informed that Li will dine at the United States Consulate to-night.—*Shanghai Mercury*.

It should be understood by the public as it is known to the profession, that the aim of exercise is not solely to work the organism which is thrown into activity, though that is one, and a very important part of the object in view, because as the living body works it feeds, and as it feeds it replenishes, and if it is another purpose to exercise, and that is to call into action and stimulate the faculty of recuperation. Those who believe in the existence of a special system or series of tropic nerves will not object to this designation, otherwise recuperative function as a separate "faculty," and those who believe nutrition to be effected in and by the ordinary innervation will recognize the sense in which we employ the term in italics. It is through defect or deficiency in the vigor of this faculty that unaccountable feats of strength, whether of mind or muscle, are found to be exhausting. The task is performed, but the underlying faculty of recuperative energy or power of recuperative nutrition is exhausted. The particular part of the exercise is not in condition to respond to the unusual call made upon it. When a man goes into training, or, which is practically the same thing, when he habituates himself to the performance of a special class of work, he so develops this recuperative power or function that the repair or replenishing necessary to restore the integrity or replace the strength of the tissue "used up" in the exercise, is instantly performed. The difference between being accustomed to exercise and able to work "without feeling it" and being barely able to accomplish a special task and having it "taken out" of one by the effort, whether mental or physical, is the difference between possessing the power of rapid repair by nutrition and not having that power in working order, so that time must elapse before recovery takes place, and during the interval there will be "fatigue" and more or less exhaustion. The practical value of a recognition of this common-place fact in physiology will be found in the guidance it affords as to the best and most direct way of developing the power of recuperation by exercise. Many persons make the mistake of doing too much. Exercise with a view to recuperation should never so much exceed the capacity of the recuperative faculty as to prostrate the nervous energy. The work done ought not to produce any great sense of fatigue, if "exhaustion" be experienced, the exercise has been excessive in amount. The best plan to pursue is to begin with a very moderate amount of work, continued during a brief period, and to make the length of the interval between the cessation of exercise and the resumption of it a feeling of "freshness" the guide as to the increase of exercise. We do not mean that false sense of revival which is sometimes derived from the recourse to stimulants, but genuine recovery after a brief period of rest and the use of plain nutritious food. If this very simple rule were carried into practice by those who desire to "grow strong," there would be less disappointment, and a generally better result, than often attends the endeavor to "profit" by exercise unintelligently employed.—*Lancet*.

THE FRENCH MAIL.
The French mail steamer *Sindh* left Saigon for this port on the 8th inst., at 4 p.m., and may be expected to arrive here on the morning of the 12th.

THE AMERICAN MAIL.
The P. M. S. Co.'s steamer *City of Peking*, with the next American mail, leaves Yokohama for the 14th, and may be expected here on the 14th.

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DEPARTURE OF LI HUNG-CHANG FROM SHANGHAI.

We mentioned in this morning's *North-China Advertiser* that preparations were being made for the departure of His Excellency Li Hung-chang, and that we should not be surprised to hear that he left either to-day the 4th inst. or to-morrow. He leaves to-night in the *Hagan*, Capt. Dirksen, and proceeds to Tientsin. Whether he will stay there or go on to Peking is not yet certain; great as his power undoubtedly is, he has to comply with the request of the Tsung-li Yamen. His departure does not necessarily mean that negotiations between him and M. Tricou have been entirely broken off; and should the French Minister have further proposals to make there is no doubt that they would receive every consideration from the Grand Secretary, who can only advise the Tsung-li Yamen and not dictate their course of action.

So far as the negotiations have at present gone, there seems but a remote chance of a friendly settlement of the dispute unless pressure is brought to bear on France by some of the great European Powers. There is no doubt that the Marquis Tseng has been in communication with Lord Granville, and that an assurance has been given that the British Government is disposed to act with other Great Powers in the furtherance of a peaceful settlement of the dispute. But the question is, will the other Great Powers co-operate with the British Government? It is but reasonable to suppose that the British Government will try and avert hostilities, to prevent inconvenience to her great commercial interests in the East; but the other Powers are much less interested and their course of action is uncertain. The terms proposed by M. Tricou have not received favourable consideration from the Chinese; and the departure of Li Hung-chang seems to us to give France but two alternatives—either for M. Tricou to follow the Grand Secretary north, and negotiate with the Tsung-li Yamen, or to proceed with her belligerent line of action in Annam, leaving China to act as she pleases.—*Courier*.

To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT.)

THE Departure of the Company's Steamship "JORGE JUAN."

Captain Thebaud for the above Port is postponed until TO-MORROW, the 10th instant, at FOUR P.M., owing to the receipt from Manila of unfavorable views as to the weather.

For Freight or Passage, apply to—

RUSSELL & Co., General Managers.

Hongkong, 9th July, 1883. [530]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the office of the Company, No. 52, Queen's Road, on MONDAY, the 30th July instant, at THREE O'CLOCK in the AFTERNOON, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, and Electing Directors and Auditors.

By Order of the Board of Directors,

P. A. DA COSTA, Secretary.

Hongkong, 9th July, 1883. [546]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 30th instant, inclusive.

By Order of the Board of Directors,

P. A. DA COSTA, Secretary.

Hongkong, 9th July, 1883. [547]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 31st instant, at FOUR O'CLOCK P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st instant, both days inclusive.

By Order,

W. H. RAY, Secretary.

Hongkong, 9th July, 1883. [541]

THE HALL & HOLTZ, CO-OPERATIVE COMPANY.

THE List of Applications for SHARES in the above named Company will CLOSE at SHANGHAI, on MONDAY, the 23rd instant.

Shanghai, 4th July, 1883. [540]

CARD.

COMFORTABLE BOARD & LODGING TO BE HAD AT MODERATE TERMS.

Apply to

A. L. BARRETTO, No. 223, Spring Gardens.

Hongkong, 9th July, 1883. [542]

TO LET.

HOUSE No. 31, MOSQUE JUNCTION.

Apply to

A. F. PEREIRA, No. 1, Corner of Wyndham and Wellington Street.

Hongkong, 9th July, 1883. [545]

NOTICE.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR LODGE will be held in FREEMASON'S HALL, Zealand Street, on FRIDAY, the 13th instant, at 8 for 8.30 P.M. precisely. Visiting Brethren will be made cordially welcome.

Hongkong, 6th July, 1883. [535]

To-day's Advertisements.

THE HALL & HOLTZ, CO-OPERATIVE COMPANY.

CAPITAL TL\$ 300,000 IN 6000 SHARES OF TL\$ 50 EACH.

1,000 SHARES ARE RESERVED IN PART PAYMENT TO THE VENDORS, AND THE BALANCE IS OFFERED TO THE PUBLIC FOR SUBSCRIPTION.

Payment:—TL\$ 10 per Share on Application; TL\$ 15 per Share on Allotment; TL\$ 25 per Share Three Months after Allotment.

Where no Allotment is made the deposit will be returned in full.

PROVISIONAL COMMITTEE: F. W. LEMARCHAND, Esq., F. W. RICE, Esq., S. S. FZKILL, Esq., F. W. GALLIE, Esq., JOHN MORRIS, Esq., G. CHAIN, Esq.

BANKERS: THE AGRA BANK, LIMITED.

LEGAL ADVISER: R. E. WAINWRIGHT, Esq.

AUDITOR: GEO. R. CORNER, Esq.

ABRIDGED PROSPECTUS.

THIS Company is formed for the purpose of acquiring, developing and largely increasing the business of Messrs. HALL & HOLTZ, and of conducting the same, so far as the Shareholders are concerned, upon the Co-operative principle. With this view the Provisional Committee have arranged to acquire the leasehold store and premises in the Nanking and Seetuen Roads and the freehold manufactory and godown in the Yuen-Ming-Yuen and Soochow Roads, together with the plant, machinery, fixtures, stock-in-trade and goodwill of the Firm's business, upon very advantageous terms.

The following are the principal departments of the business as at present carried on, viz:—Household and General Stores, Wines, Spirits and other liquors, Bakery, Tailoring and Gentlemen's Outfitting, Drapery, Ladies' and Children's Outfitting, Fancy Goods, Furnishing and General Upholstery.

Each branch of the business is in good working order, and well provided with all requisite fixtures and plant, while the stock is large and suitable, and the present staff of assistants is thoroughly well qualified.

To aid production in the furniture factory, powerful steam wood-working machinery has been ordered and may shortly be expected from Europe.

The gross returns of the Firm's business during the four years ended the 31st of March, 1882, have averaged about \$310,000.00 per annum, while the average annual profit during the same period has, after making ample allowance for bad debts, been over \$49,000.00.

Messrs. AUGUSTUS WHITE and GEORGE R. CORNER have certified to the above figures:—

While the averages mentioned above are for a period of four years, the business done during the latter two of those years shows a marked increase, the profits for the two years ended the 31st of March 1882 being over \$109,000, or about \$26,000 in excess of the previous two years.

The accounts for the year ended 31st March, 1883, have not yet been fully made up, but the Day Books for the last six months of that year show Net Sales of \$178,137.97, against \$166,277.64 for the corresponding period of the previous year, being an increase of \$11,860.33.

The net profits of the business of the Company will be applied in the first place to paying interest to the Shareholders upon their Capital at the rate of 10 per cent per annum, and of whatever surplus may remain one-third will be applied in such way as the Shareholders shall from time to time determine, and the remaining two-thirds will be divided among those Shareholders who are contributors of business, *pro rata*, according to the amount of business contributed by each during the year in respect of which the distribution is made.

The purchase price to be paid for the land, buildings, plant, steam and other machinery, fixtures, and goodwill appertaining to Messrs. HALL & HOLTZ's business has been fixed at the sum of TL\$ 150,000, in part payment of which the vendors are prepared to accept TL\$ 50,000, fully paid up shares in the Company, and two-thirds of the balance by equal instalments, 12 and 18 months respectively, from the formation of the Company, thus leaving only TL\$ 33,334 to be paid down. The unpaid purchase money will bear interest at the rate of five per cent only, and the Directors will have the option of anticipating any payment of principal should they think fit to do so. The Vendors are prepared to dispose of their stock, all of which has been expressly imported for the business, and is in good condition, at its cost, as laid down in Shanghai. Its estimated value is about TL\$ 125,000. Power will be taken in the Deed of Settlement to increase the Capital of the Company should such increase at any future time appear to the Shareholders desirable.

The present members of the Firm of HALL & HOLTZ have agreed to remain in the Company's service for at least three years, and to do their utmost to further its interests.

The Agreement of sale and the Deed of Settlement are open for inspection at the Office of the Company's Legal Adviser.

Prospectuses and Forms of Application for Shares can be obtained from Messrs. HALL & HOLTZ, or from the Company's Bankers.

Application for Shares in Hongkong or Pootchow, can be made to

Messrs. GILMAN & Co., Agents of the Agri Bank.

Shanghai, 4th July, 1883. [543]

THE NORTH BORNE

Shipping

STEAMERS

SINGAPORE, PENANG, AND

THE Steamship
CALCUTTA.
"CRYSTAL,"
Captain R. A. Darling, will be despatched for the

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"REVENUE"

Captain Potter, expected here on or about the 8th instant, will have prompt despatch.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th July, 1883. [540
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

Captain Clarke, expected here on or about the 10th instant, will have immediate dispatch.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,

5th July, 1883. Agents.

NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.

THE Steamship

Jouve, Commander, will sail on or about the 18th July, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TITICOMIN.

with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly

MEDITERRANEAN and BLACK SEA, by which through freight may be booked.
The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.

Stewardess.

FARES	1ST CLASS,	2ND CLASS
Hongkong to Marseilles.	\$300	\$240.

RETURN TICKETS are now Granted by the Steamers of this Line available for the

undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

1ST CLASS. - 2ND CLASS.

Special rates are arranged for families.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,

Hongkong, 27th June, 1883. [505]

SAILING VESSELS.

FOR LONDON (DIRECT):
THE A : Austrian Barque
"DIO FILI,"
Bernedich Master, will have quick despatch.

For Freight, apply to
G. R. LAMMERT.
Hongkong, 26th May, 1883. [409]

THE American Ship
"RESOLUTE,"
 Nickels, Master, will load here for the above
 Port, and will have quick despatch.

For Freight, apply to
HONGKONG, 16th June, 1883. **RUSSELL & Co.** [477]
FOR SAN FRANCISCO

THE 3/3 L. I. American Ship
"McLAURIN,"
 Little, Master, will load here for the above Port,
 and will have quick despatch.

For Freight, apply to
HONGKONG, 22nd June, 1883. **RUSSELL & Co.**
[495]

THE 3/3 L. I. I. American Bark
"ADOLPH OBRIG,"
 Staples, Master, will load here for the above
 Port, and will have quick despatch.

For Freight, apply to
HONGKONG, 9th June, 1883. **RUSSELL & Co.**
[454]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND

THE Steamship "CRYSTAL,"
having arrived from the above Ports, Consignees

Cargo impeding her discharge or remaining on board after the 6th inst. will be landed and

Fire Insurance will be effected.

Consignees are hereby informed, that any claims must be made immediately, as none will be entertained after the 10th instant.

DAVID GARROD, SON & CO.

Hongkong, 6th July, 1883. [1883]